(ख) 1992-93 के दौरान इस उद्देश्य के लिये राज्यों को कितनी सहायता राशि प्रदान की गई ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद) : (क) और (ख) केन्द्रीय पर्यटन विभाग ने गुजरात में अंकलेश्वर और लिमड़ी में वर्ष 1986-87 और 1985-86 के दौरान क्रमशः 35.84 लाख रुपये और 6.46 लाख रुपये का एक एक मोटल स्वीकृत किया है। वर्ष 1992-93 के दौरान इस प्रयोजनार्थ राज्यों की कोई वित्तीय सहायता मुहैया नहीं कराई गई थी।

पालम हवाई अड्डे पर कार्यशाला का निर्माण

3063. श्री विट्ठलराव माधवराव जाधव : क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि इंडियन एयरलाइंस द्वारा पालम हवाई अड्डे पर एक कार्यशाला का निर्माण किया जा रहा है ;

(ख) यदि हां तो उक्त कार्यशाला के निर्माण में बार-बार होने वाले विलंब के के क्या कारण हैं ;

(ग) इसके कब तक पूरा होने की संभावना है ; और

(घ) इस विलंब के कारण इंडियन एयरलाइंस को कितना नुकसान हुआ है ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद) : (क) जी, हां।

(ख) और (ग) जी, नहीं। इस समय पालम हवाई अड्डे पर एक वैमानिक एवं एक्सेसरीज ओवरहाल कम्पलैक्स निर्माणाधीन है। कार्यशाला भवन अपने निर्धारित समय से एक माह पूर्व मई, 1993 में पूरा हो गया था। अन्य कार्यों के मई/जून, 1994 तक पूरा हो जाने की संभावना है।

(घ) प्रश्न नहीं उठता।

Modernisation of Air Traffic Services of Airports

3064. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:
MISS SAROJ KHAPARDE:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a.) whether there is any proposal under Government's consideration for the modernisation of air traffic services of Delhi, Bombay and other international airports in the country;

(b) if so, what are the details of the modernisation scheme, including the cost involved in respect of each airport: and

(c) by when the modernisation projects are likely to be completed in respect of each airport?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Modernisation of Air Traffic Services at Delhi and Bombay airports is under implementation at a cost of Rs. 552 crores. This work is expected to be completed by Oc-tober 1995. Trivandrum airport is also being mederaised by installing state-of-art radars. Doppler Very High Frequency Omrj Range (DVOR) and instrument Landing System (ILS) at a cost of Rs. 30.75 crores. ILS and radars are likely to be commissioned by June, 1994 and DVOR by February. 1995.

Acquisition of Boeing 747-400

3065. SHRI SOM PAL: Will the Minister of CIVIL AVIATION AND j TOURISM be pleased to state:

(a) whether it is a fact that Air India have recently acquired a fleet of Boeing 747—400 aircrafts and are going to purchase more of these in near future:

(b) If so what are the details thereof and how much on such aircraft costs;

(c) whether it is a fact that the existing fleet is not being fully utilised for want of trained pilots",

(d) if so, what is the current level of utilisation of the fleet and how it compares with the desired utilisation levels obtaining in other countries;

(c) what have been the considerations for purchasing the aircraft before having sufficient number of trained pilots and how much revenue loss is being incurred on this count; and

(f) what is King done to rectify the situation?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Air India had ordered four Boeing 747-400 aircraft, out of which three were delivered in 1993 and the last aircraft will join the fleet in June, 1994. Each aircraft costs ground dollar 148 Million.

(c) No Sir.

(d) Aircraft utilisation varies from airline to airline depending on the fleet size, number of destinations, served. Tight duty time limitations of the flying and cabin crew and other related factors. Therefore, any meaningful comparison of utilisation of B-747—400 aircraft of Air india with other airlines is not possible At present. Air India's utilisation of B-747—400 aircraft U 8.28 hours per day, which will be stepped up to 11.24 hours p-T day in 1994-95.

(e) and (f) Do not arise.

Performance of IA and AI

3066. SHRI MURLIDHAR CHAND-RAKANT BHANDARE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the performance of Indian Airlines and Air India during last three years; and

(b) the strategy being adopted by the two airlines to improve their perforance?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The Financial Performance of Air India and Indian
Marlines during the last three years is as under : - -

(Rs. Crores)

Year	Air India (Profit)	Indian Airlines (Loss)
1990-91	81.23	64.59
1991-92	145.89	198.85
1992-93	333.14	195.16

(b) Indian Airlines has taken steps to improve on time performance, impiove-mem of passenger comforts, staff behavtour etc. In addition action has been inker) to minimise the losses by :—

1. Monitoring of schedules matching with demand.

2. Stepping up utilisation of existing fleet.

3. Operation on more international sectors.

4. Economy in aircraft fuel consumption.

5. Frequent pre-flight checks to avoid .vast ages on food uplift/catering items.

Air India has introduced Hub and Spoke operation to connect gateway points with places like Amritsar. Hydera- bad and Ahmedabad. Passenger services, i particularly, inflight service have been upgraded, new destinations like Johannesburg. Durban. Jakarta ary Dar-es-Salam